



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Memorandum

To: Project Team

From: Theresa Ellerby, CPM
Project Management Unit

Date: March 19, 2020

Subject: Public Comment Summary for N.C. 73 Widening from Davidson-Concord Road to U.S. 29 in Mecklenburg and Cabarrus Counties (R-5706)

A meeting with project staff was held on February 27, 2020 to discuss comments received during the second public input period for State Transportation Improvement Program (STIP) Project No. R-5706. A design public information meeting was held for the project on January 27, 2020 at the following location:

- Connect Christian Church
3101 Davidson Highway
Concord, N.C. 28027

The design public information meeting was an open-house format held from 4 p.m. to 7 p.m. The purpose of this meeting was to provide a forum for the public to review proposed improvements to N.C.



73 and receive feedback from the public. Prior to the public meeting, an informational meeting was held for local officials. A presentation was given and an opportunity for questions from local officials followed. Thirty-seven (37) people signed in for the local officials informational meeting. Two hundred and seven (207) people signed in for the open-house public information meeting. Attendees received a handout with information about the project and were able to view the project maps across two identical sets of paper maps on display. Photo simulations of proposed design at major intersections were displayed on boards. Project staff were available at the displays to discuss the improvements and answer questions. All materials from the meeting

are available on NCDOT's website, <https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus>. The comment period was open until February 10, 2020. Comments could be submitted at the public meetings, via mail or email.

Comments related to STIP Projects R-5706 are summarized in this memorandum.

Public Comments

The project team discussed this further and a response is noted in Attachment A. All of the comments have been reviewed and are categorized in **Attachment A**.

STATISTICAL OVERVIEW OF COMMENTS:

Comments Received

- 71 public comments received

Comment Types

- Comment Forms: 22
- Emails: 22
- Phone Conversations: 14
- NCDOT Contact Us: 11
- Letters: 2

Comment Subjects:

- General: 21
- Property Impacts: 18
- Design: 15
- Reduced Conflict Intersection (RCI) Design/U-Turns: 8
- Safety: 4
- Traffic: 4
- Bicycle/Pedestrian: 3
- Noise: 2
- Funding: 1
- Access: 1

Comments from Elected Officials and Municipal Staff

Project staff received comments from:

- Larry Pittman – N.C. State Representative
- Jonathan Marshall – Deputy County Manager, Cabarrus County
- Rusty Knox – Mayor, Town of Davidson
- Zac Gordon – Planning Director, City of Kannapolis

All public comments and responses for this project can be found in **Attachment A** and are grouped by submission method (public comment form, email correspondence, and telephone). The following are responses to the comment subjects received.

Comments about R-5706 project

General

Comment Summary

Approximately twenty comments were received regarding general concerns or questions.

- Several comments asked to see the project maps or if they are provided online.

Response: The January 2020 Design Public Meeting Maps are available on the project website: <https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx>.

- One comment asked for clarification of the estimated project schedule.

Response: Right-of-way is currently schedule for Summer 2021. Construction is currently scheduled for Summer 2023.

- One comment asked if a decision had been made regarding the Alternatives shown at the previous public meetings.

Response: NCDOT and its regional, state, and federal agency partners have selected Alternative 1 as the Preferred Alternative. Alternative 1 is the best-fit widening of N.C. 73 from Davidson-Concord Road to U.S. 29 with an elevated structure (i.e. bridge) adjacent to the south side of the existing causeway over Don T. Howell Reservoir. A reduced conflict intersection (RCI) design is proposed for the Odell School Road intersection.

- Several comments expressed support for the project and noted areas of the project that they liked.
- Two comments expressed desire for the project to be constructed quickly and effectively.
- One comment provided feedback about the public meeting, stating that the staff was helpful in explaining the project.

Response: Comments noted.

Property Impacts

Comment Summary

Approximately eighteen comments were received that mentioned concerns about property being impacted by the project.

- Several concerns included property or access expected to be taken or impacted by the roadway project in some way.
- Two comments requested a meeting with NCDOT to discuss how the project affects their property and possible adjustments.
- One comment requested discussion about retaining walls and what impact they would have on their property.

Response: The project is in preliminary design. Decisions regarding property impacts and relocations will be made during final design. An NCDOT Representative will be in contact during final design if right-of-way or easement impact the property.

Design

Comment Summary

Approximately fifteen comments were received voicing concerns or questions on the design of the project.

- Several Comments expressed desire for left turns at locations including Biscayne Drive, Chadbourne Avenue NW, Hanover Drive, Summers Walk Boulevard, and onto WSACC office property.

Response: Left turns will not be added from/onto N.C. 73 at Biscayne Drive, Chadbourne Avenue NW or Hanover Drive. A left turn will be considered at Summers Walk Boulevard during final design.

- Three comments expressed concern for the project's impact on water quality and drainage.

Response: Final drainage design is on-going. The project design will adhere to the requirements of the Federal Emergency Management Agency pertaining to regulated floodplains. The design will not result in an increase in the 100-year flood elevation.

- One comment expressed concern that a left turn lane was provided from N.C. 73 onto La Forest Lane.

Response: The current design is consistent with the existing traffic pattern. A left turn lane will remain at this location.

Reduced Conflict Intersection (RCI) Design/U-Turns

Comment Summary

Approximately eight comments were received regarding reduced conflict intersection (RCI) designs.

- Concerns about reduced conflict intersection (RCI) designs. Several comments expressed concerns that u-turns will be unsafe. Some comments expressed concerns that some u-turn bulbs are located too far away from some access points.

Response: The locations of U-Turn bulbs will continue to be evaluated during final design. Reduced-conflict intersections improve safety for motorists and pedestrians. Reports in 2010 from North Carolina State University and in 2017 from the Federal Highway Administration found that Reduced-conflict intersections without traffic signals reduced crashes 46 percent compared to conventional intersections. Reduced-conflict intersections with traffic signals reduced crashes 15 percent compared to conventional intersections. Reduced-conflict intersections can also accommodate more traffic without increased delays and can allow for a

city or NCDOT to adjust the timing of traffic signals to control the speed at which drivers move through the corridor.

Safety

Comment Summary

Approximately four comments were received expressing safety concerns.

- One comment asked whether the turns into Summers Walk neighborhood allowed for direct and fast access for emergency services.

Response: A left turn into this neighborhood will be evaluated during final design.

- One comment expressed concern that if the project comes too close to their property, they will not have room to safely exit their home onto N.C. 73.
- Other comments expressed general concern with U-Turn bulbs, other alternative intersection designs, and speed limits.

Response: The corridor is being designed as a reduced-conflict intersection (RCI) corridor. RCIs improve safety for motorists and pedestrians. Reports in 2010 from North Carolina State University and in 2017 from the Federal Highway Administration found that Reduced-conflict intersections without traffic signals reduced crashes 46 percent compared to conventional intersections. RCIs with traffic signals reduced crashes 15 percent compared to conventional intersections. Reduced-conflict intersections can also accommodate more traffic without increased delays and can allow for a city or NCDOT to adjust the timing of traffic signals to control the speed at which drivers move through the corridor.

Traffic

Comment Summary

Approximately four comments were received regarding traffic.

- Two comments expressed concern that the ADT shown on the public maps are inaccurate according to the NCDOT website.

Response: The Design Public Meeting Maps reference the 2017 Build volumes, meaning the Average Daily Traffic (ADT) numbers shown reflect the existing demand with the project in place. The ADT volumes found on the NCDOT website are consistent with the 2017 No-Build volumes in the traffic forecast, meaning the existing ADT volumes in the existing highway condition. The project has been designed based on the 2040 Build volumes, which are shown correctly on the public meeting maps and demonstrate that the project is needed.

- One comment voice concern that the design at Kannapolis Parkway would not address existing traffic issues to the south of the R-5706 project corridor and only exacerbate them.

Response: The traffic analysis conducted for R-5706 included the N.C. 73 intersection with Kannapolis Parkway. Areas to the north and south along Kannapolis Parkway fall outside of the

project limits and were not studied as part of this project. This concern will be directed to the Division 10 Traffic Engineer

- One comment questioned whether the design will be able to handle traffic volumes at Summers Walk Boulevard.

Response: The traffic forecast was completed in 2017 and took vehicle counts, as well as future growth projections and zoning applications into account. Traffic and community impact analyses have been or are in the process of being completed for this project. Roadway design comments will be taken into consideration as NCDOT continues to refine the project design. NCDOT will work to minimize impacts to the community and natural environment.

Bicycle and Pedestrian

Comment Summary

Approximately three comments were received regarding bicycle and pedestrian concerns throughout the project.

- One comment asked if a pedestrian crossing light would be provided at Chadbourne Avenue and expressed desires for short distances between safe crosswalks and sidewalks.
- One comment asked how bicyclists or pedestrians use u-turn bulbs safely.

Response: The project is being designed with sidewalks and bicycle lanes along this section of NC 73 on both sides of the road. Bicycles and pedestrians should utilize multi-use paths, sidewalks, and bike lanes where appropriate and cross at signaled intersections. Bicyclists have the right to use the travel lanes if desired. The project is in preliminary design and decisions on cross walk locations will be made during final design.

- One comment expressed concern that sidewalks are not maintained or used near their property and would not be needed.

Response: The sidewalk will be evaluated during final design with the possibility of reducing impacts to the property. The project is in preliminary design. Decisions regarding property impacts and relocations will be made during final design.

Noise

Comment Summary

Approximately four comments expressed concerns about noise impacts of the project.

- One comment expressed concern that not enough noise studies have occurred near N.C. 73.

Response: A noise analysis has been conducted as part of this project and a Traffic Noise Report has been prepared.

- Three comments expressed concern about additional noise from increased traffic.

Response: The properties referenced by these comments are either isolated or a barrier would adversely impact property access. Therefore, these sites are not eligible for noise abatement and noise abatement is unlikely. Final noise wall decision will be made as part of the final design.

Funding

Comment Summary

One comment suggested that NCDOT should cover cost of maintenance for multi-use paths and sidewalks.

Response: Maintenance of MUP and sidewalks will follow the Complete Street Policy.

Access

Comment Summary

One comment was received noting that Amazon trucks were using Untz Road and La Forest Lane to access N.C. 73.

Response: Comment noted.

Attachment A

All comments/Responses

Public Comments via Comment Form

Name	Message	Response
Steve Brumm/Renaissance Square, LLC	We own commercial property at the corner of Highway 73 and Poplar Tent Road (McDonalds and Fifth Third Bank.) We need to speak to a Right of Way Agent. [Attended: I-27-20 NCDOT – Public Meeting]	Preliminary design indicates impacts to both properties. Preliminary right-of-way and easements are included on the January 2020 Design Public Meeting Maps and are subject to change. Right-of-Way and easements will be determined during final design. The January 2020 Design Public Meeting Maps are available on the project website: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx . An NCDOT Representative will be in contact during final design.
James Cullop	I feel these changes are needed. Please continue to keep the local homeowners informed. Having a quick installation (pending weather) is extremely important.	Comment noted.
Donald Sawyer	Will you put a pedestrian walk light at Chadbourne St? There is no pedestrian cross St. sign at Chadbourne. The only stop lights are the St. to go to Vietnam Memorial Park St close to international St. I would also like to see a bus stop between connect church to international. That is a 2 mile stretch between bus stops. I live in the meadows sub div I think it is. A street that has condos. People need buses if their car breaks down. If a person has to walk 1 mile either way to get a bus they will probably just stay home. Another thing about 73 between Concord Parkway and international is the absence of sidewalks. If a pedestrian walks to the store at international or anywhere clear to concord parkway you have to walk in ditches, gullies, or trust no one will hit you. There might only be 2 foot between the car and pedestrian. Let someone fall or be drunk walking these they might be history. In a nutshell fix the pedestrian cross walks. No way should there be 25 miles between a safe cross walk. There should not be places without sidewalks. People have babies in strollers. Might want to walk to the store. No way now. TY	The project is being designed with sidewalks and bicycle lanes along this section of NC 73 on both sides of the road. Bicycles and pedestrians are expected to utilize multi-use paths, sidewalks, and bike lanes where appropriate and cross at signalized intersections. The project is in preliminary design and decisions on cross walk locations will be made during final design. NCDOT will coordinate bus stop locations with municipalities and local transit agencies during final design.
Catherine Graffy	Widening is definitely needed + appreciate bike/pedestrian lanes. I understand traffic flow eased by “bulb” turn lanes. However – how does a bicyclist (or pedestrian) get out of lane and make a left turn?!	The project is being designed with sidewalks and bicycle lanes along this section of NC 73 on both sides of the road. Bicycles and pedestrians are expected to utilize multi-use paths, sidewalks, and bike lanes where appropriate and cross at signalized intersections. The project is in preliminary design and decisions on cross walk locations will be made during final design.
Melvin & Bobbie Jo Edwards	Yes I have a lot of questions, property 188 and if the design engineer could contact me about driveway issues of exiting my driveway right with trucks, trailers, and a 5 th wheel camper.	An NCDOT Representative will be in contact during final design.
Jeremy Hundley	Odell School section looks great thanks	Comment noted.
Chris Edwards	People here were very helpful explaining this project. *Project looks great* Hope it will connect with Rt 73 expansion project on the west side of Huntersville.	Comment noted.
Martha Ensley	Have you considered what happens to the unending river of traffic that will now come down Kannapolis Parkway and be stopped in front of Target? Already it is so bad that many times we cannot even get out of our street onto Kann. Pkwy until some kind soul takes pity on us and lets us out. Our only relief is the light at 73 is long and sometimes there’s a break. With a flyover, we will NEVER be able to get our street. What do you have planned to ease the already-intense congestion at the I-85 junction and the light in front of Target? It will surely back up all the way to 73, defeating the purpose of your flyover. Please consider what happens less than a mile down the road. This will affect not just regular people like us, but also school buses and the all-powerful Amazon trucks. Gridlock of huge proportions is guaranteed unless you have a plan for where all these vehicles will go.	The traffic analysis conducted for R-5706 included the N.C. 73 intersection with Kannapolis Parkway. Areas to the north and south along Kannapolis Parkway fall outside of the project limits and were not studied as part of this project. This concern will be directed to the Division 10 Traffic Engineer.
Steve Murphy	Spoke with several DOT people who stated this is a common concern. So, you would know what I’m talking about: consider moving the Chadbourne bulb close to the road, the Hanover Dr people have to drive a long way to turn around to get to I-85; but put it so the Chadbourne people can also use it – just closer	The project is in preliminary design. U-turn bulbs may shift during final design. The U-turn bulb in question east of Chadbourne Avenue NW will be shifted to be closer to Chadbourne during final design.
Zac Gordon, Planning Director – Kannapolis	-Recommend maximizing width of separation between travelled way and multi-use path or sidewalk - Cost of maintenance for mu path/sidewalk should be borne by NCDOT	The separation between travel lanes and MUP/sidewalks adheres to NCDOT’s design standards. In addition, NCDOT attended several meetings with the NC 73 Council of Planning and additional meetings with the local jurisdictions, and developed the current typical section based, in part, on feedback received at these meetings. Maintenance of MUP and sidewalks will follow the Complete Street Policy.

Larry Ensley	I hope & trust that sections under construction will be small in mileage and that sections will be completed before a new section is started. A long stretch of one lane traffic is unimaginable.	Comment noted.
Mayor Rusty Knox	I'd request that lane width from Davidson Concord to I85 be reduced to 11'. This area is not going to be "rural" in the next 5 years. We already have schools, parks, hospital and entertainment within the corridor.	The proposed 12' lanes is in alignment with the guidance in the 2018 AASHTO Greenbook. NCDOT attended several coordination meetings with the NC 73 Council of Planning and additional meetings with the local jurisdictions where the current typical section has been presented.
Rep. Larry G. Pittman	The widening seems very necessary. However, I do not like the idea of doing away with left turns and making people go a quarter mile out of the way to get a left turn makes any sense. It also wastes a lot of tax payer funding. Traffic circles make good sense in some applications, but not as in this case, eliminating left turns.	The locations of U-Turn bulbs will continue to be evaluated during final design. Reduced-conflict intersections improve safety for motorists and pedestrians. Reports in 2010 from North Carolina State University and in 2017 from the Federal Highway Administration found that Reduced-conflict intersections without traffic signals reduced crashes 46 percent compared to conventional intersections. Reduced-conflict intersections with traffic signals reduced crashes 15 percent compared to conventional intersections. Reduced-conflict intersections can also accommodate more traffic without increased delays and can allow for a city or NCDOT to adjust the timing of traffic signals to control the speed at which drivers move through the corridor.
Lanson Jenkins	1. The reduced conflict intersection (RC) is very unsafe for those coming out from the side road. The left turn lane should start directly across from the road instead of 200' down the road and then left. I drive on New 16 at St. James Church Road. With traffic travelling 60+ mph in both lanes. It is Russian Roulette to pull out in either of the two lanes from a stop and try to accelerate to merge w/ traffic before one can exit left to make a U-turn. There needs to be an extended left turn to allow the side road driver to go directly across to the safety of an extended left turn lane. Whoever designed this does not drive on this design daily. Contact me about when survey will be done to show where road ROW will be on my 16824 D-C Rd property.	Reduced-conflict intersections improve safety for motorists and pedestrians. Reports in 2010 from North Carolina State University and in 2017 from the Federal Highway Administration found that Reduced-conflict intersections without traffic signals reduced crashes 46 percent compared to conventional intersections. Reduced-conflict intersections with traffic signals reduced crashes 15 percent compared to conventional intersections. Reduced-conflict intersections can also accommodate more traffic without increased delays and can allow for a city or NCDOT to adjust the timing of traffic signals to control the speed at which drivers move through the corridor. Preliminary design indicates impacts to the property. Preliminary right-of-way and easements are included on the January 2020 Design Public Meeting Maps and are subject to change. Right-of-Way and easements will be determined during final design. The January 2020 Design Public Meeting Maps are available on the project website: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx . An NCDOT Representative will be in contact during final design.
Phillip Jenkins	<ul style="list-style-type: none">- Ramah Church Rd intersection- Placement of turn-around spots- Where will right-of-way be placed	Preliminary design indicates impacts to the property. Preliminary right-of-way and easements are included on the January 2020 Design Public Meeting Maps and are subject to change. Right-of-Way and easements will be determined during final design. The January 2020 Design Public Meeting Maps are available on the project website: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx . An NCDOT Representative will be in contact during final design.
Ralph & Pam Carver	At the meeting we attended on December 10 th 2019 a lot of emphasis was put on the environment around the reservoir. The proposed location of 73 was moved closer to our house. Please consider our environment and relocate us. We live at the location 410 – my husband has stage 4 COPD – 1/3/ lung function. Our neighbor beside us has COPD also. She is located at 411, 412. She has lived in her home for over 60 years. They are going to be exposed to a lot of dirt and dust from the construction. Then when the project is complete, a lot of vehicle exhaust and noise. We have a drain water field in our front yard for our wishing mashing water – we had to have it routed out of our septic tank several years ago. What will happen to that? We have also been told we will "NEVER" have water and sewer connection to the city. Please consider what this road project is going to do to our property value and environment. We understand that the road needs to be widened, but could you please relocate us (and our neighbor also). Thank you, Pam Carver.	The selected contractor will be responsible for limiting dust, dirt and noise during construction. Potential post-construction noise abatement measure will be considered during final design. The location of drain fields and septic systems will be evaluated during the final design and the right-of-way acquisition phase of the project. Preliminary design indicates impacts to the property. Preliminary right-of-way and easements are included on the January 2020 Design Public Meeting Maps and are subject to change. Right-of-Way and easements will be determined during final design. The January 2020 Design Public Meeting Maps are available on the project website: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx . An NCDOT Representative will be in contact during final design. This concern will be directed to the Division 10 Right-of-Way office, in consideration of NCDOT's Undue Hardship advanced acquisition program.
Elizabeth Bradford	I am impressed with your efforts to protect the historic properties around my home. However, I wish the road was not 5 lanes in front of my house. It is going to be very difficult to live so close to FIVE LANES of moving traffic. Could not the turn lane be relocated in front of the trailer park to the east of my property? I despair when I think about FIVE LANES. Thank you.	The current proposed design is the best balance in this area given constraints including a gas pipeline crossing NC 73 at this location and minimizing impacts to the Washam farm property on the south side of NC 73.
Thomas R. & Sandra Smith	We are located at 2038 Odell School Road between Johnston Road and Hills Dell Drive. We object to the state taking MORE of our front yard to install sidewalks. (They took some of our front yard when they installed the left turn lanes on Odell School Road.) We feel that our property is well away from the NC-73	Comments noted.

	<p>widening project and that it shouldn't be impacted at all by this project.</p> <p>We are located out in the county on a country road that has NO sidewalks on residential property the full 7 miles length from Poplar Tent Road to NC Highway 3...none. This would be a sidewalk to nowhere. There is no pedestrian traffic along Odell School Road. We have monitored NC73 and Poplar Tent Road where the state has put in sidewalks. They don't take care of them. They mow them occasionally. There are tall weeds along both sides and in some cases in the cracks of these sidewalks. We don't want this kind of unsightly mess in our front yard. We mow our yard weekly.</p> <p>Also, on the property that the state wants to take from us are two LONG NEEDLE pine trees. These pine trees drop all the needles we need each year to mulch our trees and mushes in the front yard and large natural area in our backyard. These trees are productive for us. We don't want to loose them, especially for an unnecessary sidewalk.</p> <p>At the January 27th meeting, we were fortunate enough to talk to Jennifer Starnes, a design engineer for this project and Theresa Ellerby, Project Management Unit and to show them on the maps they had set up where we are located and what our concerns are. We felt very encouraged from the feedback we got from them that our property can possibly be eliminated from this project due to our location.</p> <p>We feel that this project could easily be ended at Johnston Road, which would eliminate our property from this project. This would also save taxpayer dollars.</p> <p>We are a little bit frustrated due to the fact that we submitted feedback on this issue at the first meeting on this road project nearly one year ago. What happened to it? Nobody at the meeting on 1/27/2020 seemed to know anything about it.</p>	<p>Preliminary design indicates impacts to this property. Preliminary right-of-way and easements are included on the January 2020 Design Public Meeting Maps and are subject to change. Right-of-Way and easements will be determined during final design. The January 2020 Design Public Meeting Maps are available on the project website: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx. An NCDOT Representative will be in contact during final design.</p> <p>The sidewalk will be evaluated during final design with the possibility of reducing impacts to the property.</p>
Ralph and Pamela Carver	<p>My husband and I as well as our neighbors are "victims" of progress. Please relocate us. The highway will be right outside of our front door. Where will my husband park is truck, how will we turn around to leave our house? You do not back out into Hwy 73 – that is never safe! We have a lower driveway that is not shown on the current proposed map, it is used for oil deliver to a tank in the backyard.</p> <p>We see that the speed limit is supposed to be dropped to 45 mph. No one will go that speed on a 4 lane hwy. Big trucks use engine braking to slow themselves down going toward Concord. It is downhill, so I guess they want to save their brakes. It is very noisy now – when it is 4 lanes the truck noise will be deafening!</p> <p>At the last meeting I should have asked questions regarding the "potential retaining wall." If it is a wall that goes "up" like the one on 85 – you are telling us that our area is not safe. If we are put behind a wall, you are setting us up for crime. Most of the homes between Riding Trail and La Forest have been broken into over the years, some more than once. Please email me regarding the retaining wall. Is it going to hold back dirt or is it going to go up in front of my house? Will our home be behind a wall? When I look at the proposed map showing the typical sections, why are the distances for the sidewalk, multi-use paths, middle median, and lanes different by 21 feet. Why are they not the same? Bottom line, what is our property going to be worth when it is all said and done? We have worked hard for our money that we have invested in our home. Please relocate us so we do not loose that investment due to progress. Please relocate our neighbors also. Keep us safe! Thank you, Pam Carver.</p>	<p>Comments noted.</p> <p>Preliminary design indicates impacts to the property. Preliminary right-of-way and easements are included on the January 2020 Design Public Meeting Maps and are subject to change. Right-of-Way and easements will be determined during final design. The January 2020 Design Public Meeting Maps are available on the project website: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx.</p> <p>The walls on I-85 are not retaining walls but rather are noise walls. Retaining walls, if included in the final design, would not be as tall as the noise walls along I-85.</p> <p>The right-of-way width in this section of NC 73 will vary between 116 and 122 feet, and will include four 12-foot travel lanes, a 30-foot median, 10-foot multi-use paths on both sides of the road, and curb and gutter.</p>
Donald Henderson	<i>(blank)</i>	
Joseph & Patricia Johnson	<p>We have attended both meetings and were told our house would be in the way of the improvement. The last meeting we were told that our house – Map 5 #138 + 139 were in the way. We would be way too close to the road. We are now. One of our neighbors were at the meeting and they were told that our house would not be affected. I have sent an email and called to find out the right answer. We are seniors and need to plan. Please let us know yes or no so we can plan accordingly. Thank you.</p>	<p>Preliminary design indicates impacts to the property. Preliminary right-of-way and easements are included on the January 2020 Design Public Meeting Maps and are subject to change. Right-of-Way and easements will be determined during final design. The January 2020 Design Public Meeting Maps are available on the project website: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx</p> <p>An NCDOT Representative will be in contact during final design.</p>

John Bayle	I have many unasked questions, due to time constraints but I have comments which are contained in the letter enclosed.	Separate response provided.
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Public Comments via Email

Name	Email Conversation		Additional Explanation
Ken Small	<p><i>(Email from Ken Small 1/14/2020)</i></p> <p>Hi Ms. Ellerby,</p> <p>We received notification regarding a meeting on the Subject line. It indicated that we could contact you with requests for additional information.</p> <p>Questions:</p> <ol style="list-style-type: none">Will there be a traffic light at the Chadbourne Ave/Rte. 73 entrance for Zemosa Acres?Will there be a light at the Hanover/Rte 73 here will the light be for Zemosa Acres?Will there be a turn lane into Zemosa Acres (from either Chadbourne or Hanover) at the light from both directions?Will there be improvements to the Irish Buffalo Creek given the increase in drainage that will inevitably come from widening the road to four lanes? At this point, because of continual building along Rte 73 and the widening of I85, we now have flooding to the 100 year mark annually and the 500 year mark at least every other year (it ripped our fence out of the ground one year and we moved it closer to the house). In the past, we have been told that the City isn't responsible, the NCDOT isn't responsible, but, the Condominium Association <u>is</u> responsible? Basically, the City and State dump as much extra runoff water from various projects wherever they want without taking any water control actions.Do you have EPA approval for this project and will you please send me the documentation verifying the same?Will you be placing sidewalks along the route? At this point, people walk on 73, often with dark clothing on after sundown, without sidewalks. Without sidewalks, this is already dangerous. With the expected increase in traffic with the widening of the road, it will be even more dangerous.How long will the project take from start to finish? <p>I look forward to your answers. Thank you for your consideration.</p> <p>Sincerely,</p> <p>Ken Small</p>		<ol style="list-style-type: none">A traffic signal is not proposed at the Chadbourne Avenue NW/NC 73 intersection. A reduced-conflict intersection is proposed at this location. Left turns will be directed to U-turn bulbs located about 1,100 feet east and 500 feet west of the intersection.A traffic signal is not proposed at the Hanover Drive NW/NC 73 intersection. A reduced-conflict intersection is proposed at this location. Left turns will be directed to U-turn bulbs located about 1,800 feet east and 800 feet west of the intersection.Turn lanes are not proposed at Chadbourne Avenue NW or Hanover Drive NW.The bridge over Irish Buffalo Creek will be replaced as part of the NC 73 widening project. A drainage study and hydraulic analysis are underway which will be used to inform the bridge design at this location. All bridge designs will adhere to Federal Emergency Management Agency requirements and be designed to reduce or maintain the existing 100-year water surface elevation. Improvements to Irish Buffalo Creek are not proposed.Specific approval from the U.S. EPA is not required for this project. However, NCDOT has coordinated with the U.S. EPA, as well as other Federal and State agencies, at various stages of project development including decisions on bridges and culverts. An Environmental Assessment in accordance with the North Carolina Environmental Policy Act is in development and will be available for review upon completion. During the final design stage, approval from the U.S. Army Corps of Engineers for a Section 404 of the Clean Water Act permit for impacts to jurisdictional waters of the U.S. (i.e., wetlands, streams, creeks, ponds, etc.) will be required.Sidewalks and bike lanes are proposed on both sides of NC 73 in this section of the project.Construction is expected to take 30 to 36 months and is currently scheduled to begin in Summer 2023.
Richard Redman	<p><i>(Email from Richard Redman 1/27/2020)</i></p> <p>Good Morning,</p>	<p><i>(Reply from Theresa Ellerby 2/3/2020)</i></p> <p>Mr. Redman,</p>	

	<p>Can you tell me if my home is one of the residences to be taken due to the Highway 73-Cabarrus County Project? My address is:</p> <p>1109 Thoroughbred Place</p> <p>I’ve looked on the online maps for today’s meeting in Concord. It is somewhat different than the one used at the meeting last year. My house was not shown in orange last year, but it is now. It appears there are 17 homes in the Hertfordshire subdivision that will be taken. That is one-third of our neighborhood, which seems drastic. If the homes and apartments across the highway are being taken, I don’t understand why the highway needs to come so far over in our area. This is very disheartening, especially since I thought I would be okay after last year’s meeting. Can you please share the timeline for this project, i.e., when homeowners are notified about our homes, how much notification is given, etc.? Also, will I be offered as much as I would get if I sold my house...comparable to what other homes have sold in my neighborhood over the last year or so?</p> <p>Thank you for your time and assistance.</p>	<p>I just left a voice message for you. Thank you for reaching out to me with your concerns. Your home is not within the proposed right of way. The homes shaded in orange represent those that are within our study area boundary, and most are not within the right of way or easement boundaries. You can find the project map on which your home is located here: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Documents/R-5706-map-5-rural-drive-us-highway-29.pdf.</p> <p>The project is slated for right of way acquisition in the summer of 2021 and for construction in the summer of 2023.</p> <p>If you have additional questions or would like additional information, please let me know. It is my hope this clears up any misunderstanding. Please feel free to contact me anytime, also at 919-707-6020.</p> <p>Kindly, Theresa Ellerby</p>	
John Killilee	<p><i>(Email from John Killilee 2/3/2020)</i></p> <p>Good afternoon. I am sending you this email to voice my opinion on the elimination of a left hand turn onto Biscayne dr off of Hwy 73. I have five delivery trucks that make approximately 80 deliveries a day combined. The volume of trucks on Hwy 73 attempting to make a U-Turn would create a dangerous situation, plus a bottle neck on Hwy 73. I am only one of many business on this road and I feel that I am not the only one opposed to this planned change. There has to be a better and safer option for the traffic flow.</p> <p>Sincerely Yours John Killilee</p>	<p><i>(Reply from Theresa Ellerby 2/3/2020)</i></p> <p>Mr. Killilee,</p> <p>Thank you for providing information regarding the number of daily deliveries your trucks make and for voicing your opinion regarding the turn movements at Biscayne Drive. Your comments and recommendations are important to us and will be taken into consideration and included in the official public record.</p> <p>If I may be of additional assistance or if you have any questions, please feel free to contact me at 919-707-6020 or tellerby@ncdot.gov.</p> <p>Sincerely, Theresa Ellerby</p>	<p>This intersection was evaluated after the January 2019 Public Information Meetings and a U-turn was added to the west to minimize distance to the nearest bulb. U-turn bulbs have been designed to accommodate trucks.</p>
Belinda Melendez	<p><i>(Email from Belinda Melendez 1/30/2020)</i></p> <p>Good evening,</p> <p>Any plans to create a lane towards 85 specifically for us residents that reside in Kenton Glenn Community as well as the additional residents within our street? Currently our options include an illegal u-turn or entering a private road, reversing and then heading towards 85 exit 55. The existing road provides enough space for a lane to be marked exactly where the u-turn takes place.</p> <p>Regards, Belinda Melendez</p>	<p><i>(Reply from Theresa Ellerby 2/13/2020)</i></p> <p>Ms. Melendez,</p> <p>Thank you for contacting me regarding access to I-85 for residents within the Kenton Glenn Community.</p> <p>Kenton Glen utilizes Rural Drive NW to access NC 73. The current preliminary design calls for right in/right out access only at Rural Drive NW; no left turn will be provided onto NC 73 westbound from Rural Drive NW. Residents in the Kenton Glen community and on Rural Drive NW wishing to travel westbound toward I-85 will be able to access a U-turn bulb which is currently planned approximately 400 feet to the east of Rural Drive NW.</p> <p>If you have further questions, please feel free to contact me via email or at 919-707-6020.</p> <p>Regards, Theresa Ellerby</p>	

	<p><i>(Reply from Belinda Melendez 2/13/2020)</i></p> <p>Mrs. Ellerby,</p> <p>This is great news! Thank you</p>		
Barbara Magnall	<p><i>(Email from Barbara Magnall 1/29/2020)</i></p> <p>Good Afternoon Theresa,</p> <p>I live just off highway 73 in Davidson, NC in the community of Summers Walk. I have seen the proposals for highway 73 and have some concerns:</p> <p>A. Will the right and left turn lanes proposed off highway 73 at Summers Walk allow for the volume of traffic? If there is not enough length of turn lane to allow for the volume of cars then hwy 73 will be compromised with traffic queuing to turn at peak times.</p> <p>B. When the residents of Summers Walked asked about speed bumps in our community we were told emergency services need direct and fast access. Do the proposed right and left turns into this community allow for this?</p> <p>I look forward to your reply,</p> <p>Thanks,</p> <p>Barbara Magnall</p>	<p><i>(Reply from Theresa Ellerby 2/13/2020)</i></p> <p>Ms. Magnall,</p> <p>Thank you for contacting me regarding your concerns.</p> <p>Turn lanes have been designed to provide an appropriate amount of storage to handle the traffic demand for turning vehicles. A left turn onto Summers Walk Blvd is not being proposed at this time.</p> <p>The scope of this project does not address speed bumps within subdivisions. However, the NC 73 median will have a mountable curb that will allow emergency vehicles to cross, in the event they need to turn left from EB NC 73.</p> <p>Please note that the design is subject to change, and if you need additional information, please let me know.</p> <p>Sincerely,</p> <p>Theresa Ellerby</p>	<p>A left turn into this neighborhood will be evaluated during final design.</p>
Matt Diachenko	<p><i>(Email from Adam Karagosian 1/13/2020)</i></p> <p>Mr. Diachenko,</p> <p>Theresa Ellerby with the NCDOT Project Management Unit asked that I send you a snapshot of the design at NC 73 and US 29. Please see attached. The NC 73 widening design does not impact the driveway at 1101 Concord Pkwy North onto US 29.</p> <p>Please let me know if you have any questions.</p> <p>Thanks,</p> <p>Adam</p>	<p><i>(Email from Theresa Ellerby 2/4/2020)</i></p> <p>Mr. Diachenko,</p> <p>Thank you for contacting me again about your property at 1101 Concord Parkway North. You wanted to know if there will be access to your property from NC 73.</p> <p>Currently, the preliminary design, which is subject to change, shows the eastern driveway being eliminated. With the grade difference between the proposed edge of pavement and the existing driveways the western driveway will remain, if there is enough room to work with to lower the grade. We will know more regarding the location of the driveway, as we move ahead in our final design stage, but for now, we are confident that access to the property from NC 73 will remain.</p> <p>Please let me know if you have additional questions.</p> <p>Regards,</p> <p>Theresa Ellerby</p>	
Steve Grissom	<p><i>(Email from Steve Grissom 1/3/2020)</i></p> <p>Hi Teresa,</p> <p>This is Steve Grissom with MSG Holdings. I spoke with you on Tuesday regarding my property at 981 Central Dr, Concord (property #90). Just wanted to follow up with you to let you know I had not received the email we discussed on our call. I know you are busy, and this was a short week so I don't mean to bother you. Please let me know what further steps I should take.</p>	<p><i>(Reply from Theresa Ellerby 1/7/2020)</i></p> <p>Mr. Grissom,</p> <p>I apologize for the delay in getting back to you. Thank you for your patience.</p> <p>The January 28, 2019 public meeting maps, which are located on the project website at https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/public-meeting-maps-january-2019.aspx show easements that affect the property. As I mentioned during our conversation, the hatched green</p>	

	<p>I appreciate your time, and look forward to hearing from you soon. Thank you, Steve</p>	<p>area on the preliminary design plans represents an easement which is shown to accommodate for future utility and stormwater needs.</p> <p>The current preliminary design, which is subject to change, shows the building approximately 10 feet away from a potential retaining wall. During final design stage when stormwater needs are accessed and coordination is underway with utility companies, we will have a better idea of whether a retaining wall is feasible to minimize impacts to the property. Right of way acquisition is scheduled to begin in the summer of 2021. Information regarding right of way acquisition and the process can also be found at the project website at https://www.ncdot.gov/projects/Pages/property-owner-resources.aspx. If you would like to speak with someone regarding the process, please contact Trent Culp, Division Right of Way Agent, at jculp@ncdot.gov or at 704-244-8900.</p> <p>A public meeting is planned for January 27, 2020, from 4pm to 7pm at Connect Christian Church located at 3101 Davidson Hwy, Concord, NC 28027. Updated public meeting maps will be available on the website within the next several days, and these maps will be available at the public meeting. NCDOT staff will also be available to answer questions regarding the design and right of way acquisition process.</p> <p>If you need additional information, please call me at 919-707-6020.</p> <p>Regards, Theresa Ellerby</p>	
	<p><i>(Reply from Steve Grissom 1/27/2020)</i> Hi Theresa,</p> <p>It was great meeting you today, and thank you for your time speaking with me.</p> <p>We would like to stay in contact with you to make sure we are up to date on what is happening with our property.</p> <p>I sent this email from my account at sgrissom1@gmail.com</p> <p>Thank you, Steve</p>	<p><i>(Reply from Theresa Ellerby 1/28/2020)</i> Mr. Grissom,</p> <p>It was great meeting you and your son as well. I am glad you were able to come to the public meeting last night.</p> <p>As soon as we have more information regarding the design in the area of your business located at 981 Central Dr, Concord (Parcel #90). , we will contact you immediately.</p> <p>Best Regards,</p> <p>Theresa Ellerby</p>	
Seth Rogers	<p><i>(Email from Seth Rogers 1/29/2020)</i> Hello Theresa,</p> <p>My name is Seth. I live in the Summer’s Walk subdivision, along the path of this project. I spoke with Tim at the meeting the other night, and he ended up giving me your email and said it would be okay to contact you that way. I really appreciate the opportunity to offer input on this!</p> <p>If possible, I’d like to speak for the hundreds of people in Summer’s Walk, and request a left-turn lane into the neighborhood when traveling eastbound on 73 from Huntersville. I notice that Davidson East is getting a left turn, and I think there’s just as many if not more people in Summer’s Walk. (There’s two more phases of Summer’s Walk that are still getting built out, which will put even more people in the neighborhood.) It doesn’t seem like this would impede traffic flow at all,</p>	<p><i>(Reply from Theresa Ellerby 1/29/2020)</i> Good morning Mr. Rogers,</p> <p>Thank you for contacting me regarding a request for a left turn into your neighborhood, Summer's Walk. We will be collecting comments until February 10, 2020. Your comments and recommendations will be taken into consideration and included in the official public record. Please feel free to share my email address with your neighbors. We welcome their comments as well.</p> <p>If I may be of additional assistance or if you have any questions, please feel free to contact me at 919-707-6020 or tellerby@ncdot.gov.</p> <p>Sincerely,</p> <p>Theresa Ellerby</p>	

	<p>and would be much safer than having to drive past the neighborhood and do a U-turn&Merge into oncoming traffic. Please! :)</p> <p>Another note - if there’s any way that we would be able to get out of the neighborhood and go east on 73 towards Concord without having to do a U-turn, that would be great. ‘Phase 5’ of Summer’s walk will be under construction soon, and it will connect the back of the neighborhood to Shiloh Church rd, where we presently would be able to go down and have a signal to turn left on 73. However with the new plans that signal wouldn’t allow left turns, and we’d have to turn right and make a U-turn. I understand this is better for overall traffic flow, but this also seems more dangerous. There will be a significant amount of people doing U-turns and merges to go in that direction every day. Having a signal that would allow a left-turn at Shiloh Ch & 73 would seem safer, and of course be more convenient for the 1000+ people in Summer’s Walk. There’s also subdivisions going up left and right on Poplar Tent rd, and I’m sure a significant amount of those people will be wanting to go to 73 and go towards Huntersville. A traffic light that allows left turns would seem more practical, at least according to the logic on my armchair napkin. I understand that this is more complicated than the left-turn into the neighborhood though. :)</p> <p>Thanks again for taking my input! Seth</p> <p>PS - I think there’s a few people in my neighborhood that weren't able to make it to the meeting the other night, but would still like to give some input.. Is there any way for them to still do that? Can I share this email address? (I won’t unless you say it’s okay)</p>		
Bryan Strickland (Odell Fire & Rescue)	<p><i>(Email from Bryan Strickland 1/29/2020)</i></p> <p>Theresa / Adam,</p> <p>As a follow up to this past Monday's Public Meeting regarding the widening of N.C. 73 (Project R-5706) and to our conversation regarding the impact this project may have on Odell Fire & Rescue. We request on-going conversation related to our primary concerns:</p> <p>1 - Right-of-Way infringements to Odell Fire & Rescue Station 1 situation on N.C. 73. 2 - Not having a Trasvesable Medium at the Intersection of Shiloh Church Road/Poplar Tent Road and N.C. 73.</p> <p>From our conversation on Monday, it was stated that we should have continued update calls regarding on-going fact finding and decisions related to this Project and specifically, Station 1.</p> <p>Adam - As we discussed with you regarding the Right-of-Way, we have several capital building and property improvements that are in the bid stage; however the uncertainty of the future Right-of-Way may impede the timing of our decisions. As you suggested, by having ongoing calls, it</p>	<p><i>(Reply from Adam Karagosian 2/11/2020)</i></p> <p>Brian,</p> <p>Theresa and I are available the week of March 2nd for a conference call to discuss the NC 73 design in the vicinity of the OVFD station. We will not have utility and drainage design completed at that time so we will be able to provide only preliminary information, but we are happy to discuss where we stand as of the 1st week of March.</p> <p>Let us know a few dates and times that work for you. We will then coordinate schedules on our end and let you know what works.</p> <p>Thank you, Adam</p>	

	<p>may assist us as we plan our future in continued emergency services to our community.</p> <p>With this said, could you both let me know your availability for a conference call the week of March 2nd.</p> <p>Note - I ask that you click "reply all" with any correspondence as I have copied the following on this email:</p> <p>Chief - Jody Johnson 1 Dept. Asst. Chief - Jake Williams Asst. Chief - Jeff Luck V.P./BofD - Dan Brown Treasurer/BofD - Barry Coble</p> <p>Thank you for your time in advance and look forward to speaking with you soon,</p>		
Jonathan Marshall	<p><i>(Email from Jonathan Marshall 2/11/2020)</i></p> <p>Theresa and Adam,</p> <p>Thank you for meeting with us (Cabarrus County and WSACC) before the last public meeting. I do not have anything to add to the comments we sent concerning the plans around the reservoir except one thing. The vast majority of the property that will need to use the causeway, after the new bridges are constructed, will be parcels owned by WSACC and the County. I think most of the causeway can be gated as part of the fencing around the dam and reservoir to prevent an attractive nuisance.</p> <p>I would like to renew the request for a leftover for eastbound traffic to enter the WSACC office building public parking. It is a light traffic volume and will not require extensive storage. There is no corresponding need for a leftover for westbound traffic to access other parcels to the south of the new roadway so there should be ample room in the planned median strip to construct this leftover. Another issue that came up during discussion at the local officials’ meeting is the distance to the nearest u-turn bulb. Based on current plans, traffic exiting the office building public parking will have to travel over .6 mile to reach the nearest turnaround if they wish to get back to Central and/or US 29. I do not know the standard distance used for that movement, but over half a mile seems longer other areas in this project.</p> <p>Thank you for accepting these comments. Jonathan</p>	<p><i>(Reply from Theresa Ellerby 2/13/2020)</i></p> <p>Mr. Marshall,</p> <p>We were happy to meet with you all to discuss the project and receive your important input. Thank you for the additional information regarding access to the causeway and for your request for a leftover for eastbound traffic to enter the WSACC office building public parking. We will be discussing your comments with our team for consideration and will get back to you on the results.</p> <p>Sincerely,</p> <p>Theresa Ellerby</p>	
Barbara Strang / Rep. Larry Pittman	<p><i>(Email conversation originating in Summer 2019)</i></p> <p><i>(Reply from Barbara Strang 2/11/2020)</i></p> <p><i>Portions of the email correspondence related to projects/issues other than R-5706 have been removed.</i></p> <p>On to the Hwy 73 project.</p> <p>1) The Intersection of Winecoff School Road and Hwy 73 and the widening up to The Villa’s Driveway access of those home will be very hazardous for residents trying to get out of their driveways. Several of</p>	<p><i>(Reply from Brett Canipe 2/21/2020)</i></p> <p><i>Portions of the email correspondence related to projects/issues other than R-5706 have been removed.</i></p> <p>As for the NC-73, R-5706 project, I’ll offer the following comments:</p> <p>1) The Intersection of Winecoff School Road and Hwy 73 and the widening up to The Villa’s Driveway access of those home will be very hazardous for residents trying to get out of their driveways. Several of them are on an incline making it difficult to get out of now, let alone trying got get out with two lanes of traffic coming at them now.</p>	

	<p>them are on an incline making it difficult to get out of now, let alone trying got get out with two lanes of traffic coming at them now.</p> <p>2) The entrance to the Villa’s is a school bus stop and several children do cross the street at this location.</p> <p>3) On Hwy 73 there are several U-turn proposed that are at school bus and city bus stops.</p> <p>4) The proposed U-turn at Hanover is troublesome for those turning right, having to cross 2 lanes to make the U-turn, with 45mph traffic.</p> <p>5) The intersection at Oak Park in my opinion just needs a traffic light. There are several other issues along Hwy 73, but without the map it’s difficult to describe. I would love to sit down with you and anyone else to discuss these issues at a time that is convenient for you.</p> <p>Barbara Strang</p>	<ul style="list-style-type: none">The additional lanes proposed on the Winecoff approach to NC-73 are needed for the efficient operation of the intersection. The intent of the design is to accommodate the anticipated future traffic volumes so the lanes will need to remain for that reason. <p>2) <i>The entrance to the Villa’s is a school bus stop and several children do cross the street at this location.</i></p> <ul style="list-style-type: none">The school system is responsible to determine appropriate stop locations. I don’t believe the current design will preclude the stop from remaining and will be glad to discuss any concern the school system may have, with them. <p>3) <i>On Hwy 73 there are several U-turn proposed that are at school bus and city bus stops.</i></p> <ul style="list-style-type: none">We will work with the transit services to relocate stops to safely meet their rider’s needs. <p>4) <i>The proposed U-turn at Hanover is troublesome for those turning right, having to cross 2 lanes to make the U-turn, with 45mph traffic.</i></p> <ul style="list-style-type: none">Hanover Dr is proposed as a right in/right out. While there is a U-turn, nearly directly across from the road, drivers on Hanover will not be able to utilize it as there will be a concrete channelization island preventing that movement. Your assessment is spot on as it would not be appropriate for drivers to try to make that maneuver. Another U-turn to the east will serve Hanover Dr instead. <p>5) <i>The intersection at Oak Park in my opinion just needs a traffic light</i></p> <ul style="list-style-type: none">The specialized design of the NC-73 corridor will reduce the need for multiple signals since the locations of “upstream” signals will provide gaps in traffic to allow drivers on the side streets more opportunities to enter the stream of traffic. <p>If you still want to meet to discuss any of these items, please let me know and I’ll work to set something up with you.</p> <p>Thank you,</p> <p>Brett D. Canipe, PE</p>	
Liz Dawson	<p><i>(Email from Liz Dawson 1/22/2020)</i></p> <p>Theresa – It is my understanding that you are the contact for the above project. Do you have an estimated schedule for this project for R/W and construction? I have seen several different dates online.</p> <p>Thank you for your help!</p> <p>Liz Dawson</p>	<p><i>(Reply from Theresa Ellerby 2/17/2020)</i></p> <p>Ms. Dawson,</p> <p>Currently, the schedules for R/W and construction are 8/17/2021 and 8/15/2023, respectively.</p> <p>Please let me know if I can be of further assistance.</p> <p>Kindly,</p> <p>Theresa Ellerby</p>	
	<p><i>(Reply from Liz Dawson 2/17/2020)</i></p> <p>Thank you so much Theresa. Are the preliminary engineering maps available?</p> <p>Liz Dawson</p>	<p><i>(Reply from Theresa Ellerby 2/18/2020)</i></p> <p>Ms. Dawson,</p> <p>You can find the maps here: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx.</p> <p>Thanks,</p> <p>Theresa Ellerby</p>	

Mark Hermans	<i>(Email from Mark Hermans 1/22/2020)</i> Theresa, Can you send me a link to some of the maps detailing this project– Thanks		The maps are available on the project website at https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx .
Joe Pettis	<i>(Email from Joe Pettis 1/22/2020)</i> Do you have a map of the proposed changes and roads included as corridors? If I am going to ask questions I would like to be informed first, Thanks, Joe https://www.independenttribune.com/cit/ncdot-to-hold-public-meeting-to-discuss-project-to-improve/article_24817ce7-d407-5180-ad6e-4a5e39e1232e.html		The maps are available on the project website at https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx .
John and Susan O’Daniel	<i>(Email from John and Susan O’Daniel 2/10/2020)</i> Dear Ms. Ellerby, In addition to the concerns I shared with you after the December meeting, I was like to share with you other concerns and request we have been told to mention after speaking to a NCDOT representative and a few of the engineering representatives at the January 27th meeting. My wife and I are still very unhappy with the modification to the original Alternative 1 route that was released last year. I am replying to the previous email I had sent to refresh your memory of those concerns. After speaking to the representatives I mentioned, the additional items we need to raise are as follows: 1. Our most important concern is the quality of water we will have during the build and long term due to the fact our well is so close to the construction and final drainage areas of the currently proposed plan. The representatives all agreed that this poses a probability of water contamination in our future which is ironic given the reasons for avoiding the reservoir. 2. Following water contamination and part of the same issue, we currently have a large amount storm run off from three points of higher elevation adjacent to the planned road that converge in the center of our property and utilize a creek bed style ditch to flow behind our neighbors that border the highway now. Currently the drainage water flow does slow and flood the county property behind the neighbors’ house and subsequently partial floods our property there that borders. The current plan has the road basically centering on our neighbors house and the county property prior to crossing our back corner. The final road elevation shows filling the current area that floods which means the center of our property will have higher elevation surrounding all sides. Not only does this gives us the high probability of major flooding which now could possibly reach our home but it also means a high concentration of contaminated draining from the highway directly toward the area of our well which would eventually be in the water table		<ol style="list-style-type: none">1. The location of wells and septic systems will be evaluated during final design.2. Final drainage design is on-going. The project design will adhere to the requirements of the Federal Emergency Management Agency pertaining to regulated floodplains. The design will not result in an increase in the 100-year flood elevation.3. A noise analysis has been conducted as part of this project. The impacted residences in this area are either isolated or a barrier would adversely impact property access. Therefore, these sites are not eligible for noise abatement and noise abatement is Unlikely. Final noise wall decision will be made as part of the final design.4. Comment noted.

	<p>we pull from. The engineer we spoke to who seemed to be responsible for drainage of the roadway/bridges was concerned and now informed of revisions to drainage needed she was not previously aware of. We will expect NC-DOT to be fully responsible of these issues and concerns.</p> <p>3. Noise is another huge concern of ours. I read in the pamphlet we received about noise studies that had been conducted and that the NCDOT would be responsible for abatements to reduce noise to neighboring property owners. I want to make you aware that the only noise study we are aware of was conducted at the intersection of La Forest Lane and Riding Trail. This is the area that raised so many concerns in the media last year due to Alt 3. This location of this sound study is approximately .9 mile away from the current NC 73, and we can confirm this due to the fact that we spoke to the ladies conducting the study during one of our daily walks last year prior to the decision of Alt.</p> <p>1. I would ask that more studies be conducted in our area in relationship to the current proposed plan. We will strongly ask for natural sound abatements to be planted/built between our property and the planned road.</p> <p>3. Finally, I would like to clarify any confusing or misunderstood information from the current plan maps. I have attached a picture with markings to help clarify borders and ownership. Our property is #403 on the map listed as Jonathan Carvin who we purchased the property from just over three years ago. It should be corrected to Susan and John O’Daniel. It would appear that our house is located at #431 but there is actually a faint arrow showing #431 as our neighbors’ property which also has the wrong ownership as they purchased in March 2019. Also, there is a line through the center of our property which appears to divide ours into two plots. A closer look will show this line actually points to a pinpoint in the center of the proposed highway. I have drawn a yellow arrow pointing out this line as well as a red border around our property in it’s entirety. I have also included a circle to show the area our well is located.</p> <p>We appreciate your time and would appreciate a response acknowledging and confirming you have read our concerns. I have included our family email for my wife to be able to correspond as well. Thank you.</p>		
Bradley Dilks	<p><i>(Email from Bradley Dilks 2/10/2020)</i></p> <p>Hello Theresa,</p> <p>I am a future resident of the Woodbridge development off NC73.</p> <p>I would like the voice my opinion that from Branson Rd to Concord Pkwy is being overbuilt based on actual the ADT stats from the NCDOT AADT mapping application.</p> <p>I do agree with the philosophy of Reduced conflict intersections and the pedestrian sidewalk and bike lanes but feel that those improvements alone will improve the traffic flow in the area but still allow for it to have a more residential feel and not a highway feel where people will feel comfortable to exceed the speed limit.</p>	<p><i>(Reply from Theresa Ellerby 2/18/2020)</i></p> <p>Mr. Dilks,</p> <p>I appreciate your feedback on this project. I will forward your comments to the Project Team for consideration and inclusion in the public record.</p> <p>If I may be of further assistance, please feel free to contact me.</p> <p>Kindly,</p> <p>Theresa Ellerby</p>	<p>The Design Public Meeting Maps reference the 2017 Build volumes, meaning the Average Daily Traffic (ADT) numbers shown reflect the existing demand with the project in place. The ADT volumes found on the NCDOT website are consistent with the 2017 No-Build volumes in the traffic forecast, meaning the existing ADT volumes in the existing highway condition. The project has been designed based on the 2040 Build volumes, which are shown correctly on the public meeting maps and demonstrate that the project is needed.</p>

	<p>This would also limit the impact to many of the properties along the route.</p> <p>I really have to question the ADT on the project maps that in 2017 show 30k ADT and a projected 2040 38k and when the website says 18k and has not changed over the years.</p> <p>It doesn't seem that the ADT aligns and is my concern that we are overbuilding a road In this certain area that will never see this amount of traffic.</p> <p>We are also seeing many overbuilt roads going being converted to road with road diets so I really have to question the need for an extra lane of simple improvements like RCI can resolve most of the dangers from a single lane road and keep traffic flowing at a reasonable speed by people not having to stop for turning vehicles.</p> <p>We all want safer road for everyone's use but I just don't see where adding an additional lane is truly in the best interest of this denser area of Nc 73.</p> <p>If 30k cars ADT were using it in 2017 as stated shouldn't the road be a complete gridlock at all times? I believe the website data is more accurate at 18k and the road should be designed with a single lane with RCI improvements between Branson Rd and concord pkwy.</p> <p>Bradley Dilks Zemosa Ln NW</p>		
John Feerick	<p><i>(Email from John Feerick 2/10/2020)</i></p> <p>Thank you for the opportunity to comment on the N.C. 73 widening project. I live off N.C. 73 east of Interstate 85 and west of Irish Buffalo Creek. I have two primary comments and recommendations related to Hanover Drive, a major feeder road into the secondary streets of the Zemosa Acres residential subdivision.</p> <p>First, I propose that a direct turn lane be established for west bound traffic on N.C. 73 on to Hanover Drive. I think this is warranted for two reasons. A direct left turn on to Hanover Drive would be safe because east bound traffic is easily seen from Hanover Drive and turning drivers could gauge east bound traffic flow very well. Further east, many of us actually make similar turns like this quite often from U.S. 29 north onto Central Drive (location of the CVS), and it is not a problem because south bound traffic on U.S. 29 is easily seen and assessed.</p> <p>Further, it is my opinion turning for west bound N.C. 73 drivers where the U-turn bulb is located on the design map (close to Cambridge Heights Place and just east of Branson Road) is more dangerous because turning traffic would have limited visibility of east bound traffic. I would also like to add that drivers making a U-turn at this bulb would then have a precarious merge onto N.C. 73 east bound because of the limited visibility of thru traffic heading east bound. It should also be noted that merging drivers heading east bound to Hanover Drive are not going to accelerate up to the speed limit during this relatively short stretch of N.C. 73 to Hanover Drive. I can visualize some precarious situations</p>		<p>A left turn lane on Hanover Drive NW will not be provided as part of the NC 73 design. Instead, NC 73 in this location includes a reduced-conflict intersections (RCI) design, with a U-turn bulb located approximately 800 feet to the west. Safety and capacity benefits of RCI type designs are well documented in multiple state and federal research studies.</p> <p>U-turn bulb locations will be further evaluated during final design. The locations of U-turns depicted on the Design Public Meeting Maps may shift, including the U-turn bulb near Irish Buffalo Creek.</p>

	<p>where high speed thru traffic heading east on N.C. 73 would abruptly encounter much slower vehicles getting ready to turn into Hanover Drive.</p> <p>A direct turn lane on to Hanover Drive would also likely have to accommodate west bound drivers turning on to Stonecroft Lane and into the Woodbridge by Niblock subdivision, which is located just east of Hanover Drive.</p> <p>My second comment pertains to the location of the west bound U-turn bulb for Hanover Drive drivers. As the design map is currently drawn, the first opportunity we have to travel west from Hanover Drive is the U-turn bulb near Irish Buffalo Creek. This distance seems excessive. I would like to see a westbound U-turn bulb located much closer to Hanover Drive.</p> <p>Attempting to sort all this out is a big job and we appreciate very much your dedication and cooperation in keep neighborhood residents safe and sound along with the broader general public during this road widening project. Thank you again for the opportunity to comment on the N.C. 73 widening project.</p> <p>Sincerely, John Feerick</p>		
Stephen Dunn	<p><i>(Email from Stephen Dunn 2/7/2020)</i></p> <p>Dear Ms. Ellerby,</p> <p>Please see attached correspondence relative to the above project.</p> <p>Kind regards,</p>	<p><i>(Reply from Theresa Ellerby 2/18/2020)</i></p> <p>Mr. Dunn,</p> <p>Thank you for your email. I also received the attached correspondence that was mailed to NCDOT, and forwarded it to the Project Team for response and inclusion in the public record.</p> <p>If I may be of further assistance, please feel free to contact me.</p> <p>Sincerely,</p> <p>Theresa Ellerby</p>	<p>This letter has been referred to the Attorney General's office.</p>
Janette Bridenstine	<p><i>(Email from Janette Bridenstine 2/6/2020)</i></p> <p>Ms. Ellerby,</p> <p>I'm a resident in the Rollingwood Forest neighborhood off Hwy 73. Our family was very active in the feedback process in decisioning between the 4 route alternatives.</p> <p>We were very pleased to see Alternative 1 was chosen, but in looking at the most recent drawings, I'm less pleased to see that the most recent version shows a left turn lane from 73 onto La Forest Lane. The original plans showed a median preventing traffic turning onto La Forest, which is a preferable design given that we do not wish for increased traffic to be funneled onto our neighborhood street from an expanded highway.</p> <p>Please consider this feedback as the design is continuing through the review process.</p> <p>Thanks, Janette Bridenstine 999 La Forest Lane</p>	<p><i>(Reply from Theresa Ellerby 2/18/2020)</i></p> <p>Ms. Bridenstine,</p> <p>I appreciate your consistent feedback on this project. I will forward your comments to the Project Team for consideration and inclusion in the public record.</p> <p>If I may be of further assistance, please feel free to contact me.</p> <p>Kindly,</p> <p>Theresa Ellerby</p>	<p>Comments noted.</p> <p>The current design is consistent with the existing traffic pattern and a left turn will remain in the design.</p>

	704-877-3627		
McKinney Family	<p><i>(Email from the Mckinney Family 2/3/2020)</i></p> <p>Dear Ms Ellerby,</p> <p>As residents of Summers Walk Davidson we have grave concern over the planned removal of the left-turn entrance into our neighborhood for emergency safety reasons (which we have also questioned with the Town Board).</p> <p>We pray the emergency services access during high volume traffic times (AM & PM daily, AND during Renaissance Festival season) has been <u>seriously</u> considered as we are the furthest neighborhood on Hwy 73 from Davidson police and fire stations (yet it appears by map R-5706) that the neighboring Davidson East will retain left-turn access).</p> <p>Please re-consider removing our left-turn entrance lane and access for the safety of our lives and property.</p> <p>Kind regards,</p> <p>-The McKinneys of Rose Glenn Ln Summers Walk, Davidson</p>	<p><i>(Reply from Theresa Ellerby 2/18/2020)</i></p> <p>Dear McKinney Family,</p> <p>Thank you for your comments regarding access to your neighborhood and your concern for emergency services. I will forward your comments to the Project Team for consideration and inclusion in the public record.</p> <p>If I may be of further assistance, please feel free to contact me.</p> <p>Kindly,</p> <p>Theresa Ellerby</p>	<p>A left turn into this neighborhood will be evaluated during final design.</p>
Stewart Gray	<p><i>Reply from Stewart Gray 2/1/2020)</i></p> <p>Mr. Boland and Ms. Ellerby,</p> <p>I am the General Partner for the Nancy Gray Family Limited Partnership. We own Mecklenburg County tax parcels 01107310 and 00718202 locate along Davidson-Concord Rd about 850 ft east of the Sam Furr/Davidson-Concord Rd intersection as shown on the attached map.</p> <p>Your plan from the January 2020 meeting for the NC 73 Project, R-5706 shows two u-turn bulb-outs on our property. I am requesting a meeting or discussion on the locations of these u-turn bulb-outs on our property to ensure good future connectivity to our property.</p> <p>I would also like to discuss the potential connectivity to our property in regard to the Ramah Church Road intersection.</p> <p>Please contact me at 704-439-7184 or email me at stewbie1@mindspring.com to discuss.</p> <p>Thank you for attention to this matter.</p> <p>Stewart Gray General Partner, Nancy Gray Family Limited Partnership</p>		<p>Your concerns will be directed to the Division 10 District 2 Engineer.</p>
Tim Smith	<p><i>(Email from Tim Smith 2/5/2020)</i></p> <p>Hi,</p> <p>Thanks for having the NCDOT put up a “Axel Weigh Limit 6 1/2 Tons” sign on the corner of Untz Road and Odell School Road in Concord last year.</p> <p>The sign faces to the north, so only south bound traffic on Odell School Road sees it. But north bound can not see it until they have already</p>	<p><i>(Reply from Theresa Ellerby 2/6/2020)</i></p> <p>Mr. Smith,</p> <p>Thank you for sharing this important information with me, including the attached photo. I have copied a few of my coworkers on this response who will be able to look into your request. Mr. Marc Morgan is District Engineer for Cabarrus County and Mr. Timothy Boland also your area as Division Project Development Engineer.</p> <p>If you need additional information, please let me know.</p> <p>Kindly,</p>	

	<p>turned on to Untz Road. Any chance the NCDOT can put a sign up on the other side of Untz/Odell School too?</p> <p>The Amazon trucks are using Untz Road / LaForest Lane to cut through to 73. Attached is a picture taken on Saturday. We had to stop in the travel lane of Highway 73 so the Amazon truck could turn from LaForest Lane to 73.</p> <p>Please let me know if you have any questions.</p> <p>Thanks, Tim Smith</p>	Theresa Ellerby	
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Public Comments via NCDOT Website

Name	Date	Message	Response
Jason Mitchell	10/11/2019 12:21:14 PM	Good afternoon. Has there been a decision regarding which Alternative (1, 2, 3 or 4) will be pursued regarding N.C. 73 Widening from Davidson-Concord Road in Mecklenburg County to U.S. 29 (Concord Parkway North) in Cabarrus County (R-5706) -- particularly as it pertains to the intersection of N.C. 73 and Odell School Road? Thank you.	NCDOT and its regional, state, and federal agency partners have selected Alternative 1 as the Preferred Alternative. Alternative 1 is the best-fit widening of N.C. 73 from Davidson-Concord Road to U.S. 29 with an elevated structure (i.e. bridge) adjacent to the south side of the existing causeway over Don T. Howell Reservoir. A reduced conflict intersection (RCI) design is proposed for the Odell School Road intersection.
Scarlette Eubanks Haynes	10/14/2019 5:16:52 PM	Hi, I live at 2860 Mountcrest Circle, Concord NC. We are in a rented townhouse adjacent to Hwy 73, and less than a block from the Hwy 73, Winecoff Rd intersection. I have been unable to get a straight answer from our rental agency, as to whether we will need to move, to make room for the Hwy 73 expansion. Can you please advise? Thank you, Scarlette Eubanks Haynes	A potential retaining wall is included in the preliminary design on this property. However, because the current design is preliminary and is subject to change a definitive answer as to property impacts cannot be given at this time. Decisions regarding property impacts, right-of-way, and relocations will be made during final design. An NCDOT Representative will be in contact during final design if right-of-way or easement impact the property.
Sandra A. Brosek	1/22/2020 2:20:35 PM	I have looked at the information on line concerning improvements to NC 73. I live off 73 in Cabarrus County in Bedford Downs subdivision near Winecoff School Road. The map was very small and hard to read. Will this subdivision be involved in changes because of the road improvements. I saw that Winecoff School Road will have some improvements because of the road widening. My address is: 1086 Stirrup Place NW Concord, NC 28027	Widening of NC 73 will occur on both sides of the road in this location. A reduced conflict intersection (RCI) design is proposed for the Winecoff School Road intersection. Widening along Winecoff School Road is proposed to Winecoff Woods Drive NW. No impacts are proposed to this property.
Kurt Lark	1/23/2020 5:55:11 PM	As a resident who lives nearby 73 and drives on it frequently I have two suggestions: 1. Build a four lane bridge over the coddle creek reservoir and do not route the road through adjacent neighborhoods. That is disruptive to those families and defeats the purpose of a more efficient roadway 2. Build a bridge over Kannapolis Parkway or visa versa as has been done on the Georgle liles section to the east with Highway 29. That intersection already is extremely congested and at busy times (am and pm commute/rush hour) traffic can be backed up 1/2 to 1 mile waiting for the light. Thank you for your time.	NCDOT and its regional, state, and federal agency partners have selected Alternative 1 as the Preferred Alternative. Alternative 1 is the best-fit widening of N.C. 73 from Davidson-Concord Road to U.S. 29 with an elevated structure (i.e. bridge) adjacent to the south side of the existing causeway over Don T. Howell Reservoir. A grade separation is proposed at the Kannapolis Parkway and N.C. 73 intersection with quadrants in the northeast and southwest, and ramps in the northwest and southeast.
Marianne Fortney-Baker	1/29/2020 4:50:57 PM	Unfortunately we were unable to attend the public meeting? Will the approved plans be posted on the website soon? Additionally, will there be an acquisition list outlined for property owners awareness and planning so they know if all/part/known of their property will be acquired? Lastly, I found on the FAQ that property cannot be purchased until the project starts; however, we were originally told land acquisition would begin this spring/summer 2020? My father: Roger Fortney is located at 8750 Davidson Hwy	Preliminary design indicates impacts to this property. Preliminary right-of-way and easements are included on the January 2020 Design Public Meeting Maps and are subject to change. Right-of-Way and easements will be determined during final design. The January 2020 Design Public Meeting Maps are available on the project website: https://www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus/Pages/january-2020-public-meeting-maps.aspx . An NCDOT Representative will be in contact during final design.
Larry Sprinkle	1/30/2020 1:21:43 PM	Hopefully you will start the widening of 73 on the Concord end and before 2023. We live in a new development (Woodbridge) off 73 ... 39 older couples in here support your efforts. This should have been done sooner due to the residential development that is taking place here. From Concord Parkway to I85 it is impossible to get out early mornings, lunch hours, school time, and evening rush hours. Thank you so much for getting this done ASAP. We support this 100%??	Comments noted. Construction is scheduled to begin Summer 2023.
Stewart Gray	2/1/2020 1:48:15 AM	Mr. Boland and Ms. Ellerby, I am the General Partner for the Nancy Gray Family Limited Partnership. We own Mecklenburg County tax parcels 01107310 and 00718202 locate along Davidson-Concord Rd about 850 ft east of the Sam Furr/Davidson-Concord Rd intersection as shown on the attached map. Your plan from the January 2020 meeting for the NC 73 Project, R-5706 shows two u-turn bulb-outs on our property. I am requesting a meeting or discussion on the locations of these u-turn bulb-outs on our property to ensure good future connectivity to our property.	Comments noted. Your concerns will be directed to the Division 10 District 2 Engineer.

		<p>I would also like to discuss the potential connectivity to our property in regard to the Ramah Church Road intersection.</p> <p>Please contact me at 704-439-7184 or email me at stewbie1@mindspring.com to discuss.</p> <p>Thank you for attention to this matter.</p> <p>Stewart Gray General Partner, Nancy Gray Family Limited Partnership</p>	
Mark Brookshire	2/3/2020 9:06:52 AM	We own property on Biscayne Lane. Has a timeline been established for construction to begin on the I-73 widening project?	Construction is scheduled to begin Summer 2023 and is expected to take 30-36 months.
Michael McDorman	2/5/2020 8:39:53 PM	<p>I live in Huntersville NC. Comments on R-5706: 1.) At intersection w/SR2427 Ramah Church, there is now a new 300+ home subdivision under construction with an entrance across from Ramah Church Rd.</p> <p>2.) At Poplar Tent Rd you need to recognize the traffic issues in October-November from Renaissance Festival where thousands of cars each weekend turn at 73/Poplar Tent to get to this event which is in the SouthWest quadrant. Currently 2-3 police officers are managing traffic in/out of this location and the proposed design will be, IMO, grossly inadequate for this volume.</p>	Comments noted.
Michael McDorman	2/5/2020 8:49:57 PM	<p>Regarding R-5706: I understand desire to minimize direct crossovers but please recognize SR73 is a huge local connector AND IS THE ONLY ROAD that runs from I-85 to I-77 (and on west to Lincolnton). We also need to go North and South across SR73 and only having Kannapolis Pkwy as the sole direct crossover between I-85 and SR115 is not sufficient. We need to keep Poplar Tent/Shiloh Church and Odell School Rd intersections as direct N/S interchanges.</p> <p>Poplar Tent is eastern border of Huntersville and this NE section is a key target for growth over next 10 years. Also, Poplar Tent is a connector from Mooresville/eastern Davidson to Concord Mills/NASCAR racing</p> <p>Odell School Rd is likewise a significant N/S connector from western Kannapolis to Concord Mills connecting with Rt3 on the north. Likewise, this area is currently being developed and will continue growing in the next decade.</p>	Comments noted.
Stan Gantt	2/10/2020 9:09:52 PM	<p>I think the basic premise of right turns and u-turns for this major project is flawed. I don't believe the state has ever used this design on a project of this magnitude. This project consists of over 20 miles of highway with no thru connector streets. just right turns followed by u-turns. This is particularly concerning due to the number of school buses and large trucks that travel on this road. At each meeting that I've attended, your consultants all responded that turning lane would be provided and that signals would be added as necessary. Adding all these signals would create more problems than we already have and would be particularly dangerous for slow moving school buses.</p> <p>I live in the SummerWalk neighborhood, right at the Mecklenburg/Cabarrus county line. The new design does not allow for a left turn into the neighborhood when travelling East bound. We have over 100 homes either existing or planned. Again the issue with school buses comes into play as well as egress into the neighborhood for emergency vehicles. They will have to go further East bound and make a U-turn.</p> <p>At the Ramah Church Rd and NC-73 intersection we now have a traffic light and a turn lane that we've waited for a long time to be installed. I would imagine the cost for the improvements were around \$200,000.00. With this new design that is all wasted taxpayer money.</p> <p>Another concern I have is the intersection of NC-73 and Kannapolis Pkwy. That bridge with roundabouts seems like a waste of money.</p>	<p>Comments noted. A left turn into this neighborhood will be evaluated during final design.</p> <p>The signal at Ramah Church Road was installed based on current/recent need. Traffic analysis for R-5706 indicates that a signal at this location for the future build condition is not warranted.</p>

Public Comments via Phone Call

Name	Date	Message	Response
Curt Wise	1/29/2020	Purchasing a house in the area of the project. House is directly affected alternative 3. Told him Alt 3 was dropped. We looked at maps on the website to determine his property which he is closing on soon will not be impacted at this time. He said he only recently heard of the project.	<i>Response provided via phone call.</i>
Scott Knowles	1/29/2020	<p>I received a call from Scott Knowles, Petroleum Tec, in the Biscayne Industrial Park. The have trucks going in and out of Biscayne daily from I-85. He believes their 18 wheelers will not be able to do a “tight jack knife turn”. Five of their trucks have hydraulic lines that come off back to accommodate a truck and trailer system, therefore trucks are limited and don’t have normal range of flexibility. Please call him at 704-804-1213 to discuss.</p> <p>He mentioned Hiloco Transport has trucks, but he believes they can make the turn. They have a fleet of about 100 trucks. At 5pm they “stack up” to make to return to the business park.</p>	<p><i>(Reply provided by David Gourley to PMU)</i></p> <p>Everyone,</p> <p>I spoke with Scott Knowles this morning about his concerns for access to Biscayne Drive. Below are a few bullet points from our discussion.</p> <ul style="list-style-type: none">• He does not have an issue with not being able to turn left onto NC 73 from Biscayne Drive. He stated his trucks and other trucking companies went towards the interstate when they leave.• His concern is access from NC 73 onto Biscayne from I-85. He said his trucks have limitations making U-turns due to his trucks not having the slack in their hydraulic lines needed to make U-turns.<ul style="list-style-type: none">○ I did explain to him that the U-turns would be able to accommodate large truck U-turns, but he reiterated the issue with the lines.• He stated that Hilco’s plan, when arriving back at their facility, is to get off at Exit 54 (Kannapolis HWY), turn left onto Kannapolis, turn right onto NC 73, and then a right onto Biscayne.<ul style="list-style-type: none">○ I mentioned that’s a great solution however he expressed concern of all the added truck traffic to Kannapolis HWY and NCDOT may have not been intended 200 additional trucks using exit 54.• I explained we would discuss as a team to determine if there’s maybe a better solution. He suggested we could come to his office and meet with him and other property owners.<ul style="list-style-type: none">○ I told him I wanted to discuss with PMU and the Division prior to meeting with him and others so we can come with an answer.• He did state he bought the property after Secretary Trogdon suggested finding a location closer to 85 rather than 77. In addition, when I stated we wanted to meet internally before meeting with the owners he asked if he should involve Secretary Trogdon. I requested he not involve him until we have an opportunity to discuss.
Marla Germanson	1/28/2020, 1/31/20, 2/3/2020	Call: 1154 and 1155 Bama; provided her info on potential impacts	<i>Response provided via phone call.</i>
Matt Diachenko	2/4/2020	Call: Wants to be sure he understands my email on whether there is a driveway on NC 73.	<i>Response provided via phone call.</i>
Bill Ray (Glen)	1/31/2019	Wanted to know how to access map.	<i>Response provided via phone call.</i>
Emmett Boyd	1/28/2020	Lives in Charlotte, wants info sent to 1315 Goodwin Avenue, 28205	<i>Response provided via phone call.</i>
Mary (last name inaudible)	1/27/2020	Driveway is not on map. She owns Parcel 500	<i>Response provided via phone call.</i>

Richard Redman	1/27/2020		Response provided via phone call.
Audrey Tucker	1/27/2020	Robert Tucker's Widow. Wanted to confirm impacts	Response provided via phone call.
Scarlette Eubanks Haynes	1/22/2020	2860 M. Crest Circle near Winecoff Road	Response provided via phone call.
Kristenbury	2/3/2020	Are drawings on display in Cabarrus County	Response provided via phone call.
Jay Clapp	2/17/2020	Need copy of STIP plan to prepare plans	Response provided via phone call.
Iglesia Cornelious	2/15/2020	Left message in Spanish requesting a call back	Response provided via phone call.
Patricia Johnson	2/4/2020	Sent an email as well. Attended meeting and was told her house would be taken. Was also told it would be. Needs clarification.	Response provided via phone call.

E m a n u e l & D u n n

ATTORNEYS AT LAW

Email: sdunn@emanuelanddunn.com
Direct Dial (919) 792-3703

February 7, 2020

via email tellerby@ncdot.gov and U. S. Mail

Theresa Ellerby
NCDOT Project Management Unit
1595 Mail Service Center
Raleigh, NC 27699-1595

Re: STIP R-5706 (Hwy 73, Mecklenburg/Cabarrus Counties)
Our client: Sustar Little, LLC

Dear Ms. Ellerby:

We have been retained by Sustar Little, LLC and Coddle Creek Animal Hospital to assist in connection with NCDOT's planned improvements for Hwy 73 at or near its intersection with Odell School Road in Cabarrus County. Coddle Creek Animal Hospital is located at 9172 Davidson Hwy, Concord NC 28027. Underlying fee to the property is owned by Sustar Little LLC (owned by the principals in Coddle Creek) (PIN# 4682-30-9176), which also owns the three parcels adjoining its eastern boundary, all of which are impacted by the proposed Hwy 73 project (PIN# 4682-40-2324, 4681-49-2903, and 4681-49-3973). Years ago Sustar Little LLC granted easements to NCDOT for the placement of traffic signals at the intersection of Davidson Highway with a newly constructed road serving Odell Elementary School. That easement was granted, in part, on the strength of representations by NCDOT that future access to the Sustar Little properties would be from that intersection and signal (*See NCDOT Survey attached*). Sustar Little expects significant impairment to its business and investment objectives for which it acquired these properties. While those issues no doubt are reserved for future interaction with DOT, we write at this juncture seeking clarification of a few issues raised by the proposed project plat that clearly have bearing on the impacts resulting from proposed highway improvements. They are:

- 1) On the map, the legend reveals light green is "proposed right of way" while light green with hashed lines is "proposed easement." We wish to know what distinguishes "right of way" from "easement." To the extent either are temporary in character, may we expect abandonment following completion of highway improvements? For instance, the light green hashed areas on these properties, and particularly on the Coddle Creek Animal Hospital site, encompass a significant area lying in very close proximity to existing buildings. Any "right of way" or "easement" at these locations is a significant impairment of ongoing use of and business operations in existing facilities.

Theresa Ellerby
NCDOT Project Management Unit
February 7, 2020
Page Two

- 2) It appears from the map that access to Hwy 73 from the three Sustar Little properties is preserved (based on dark orange legend presumably identifying driveway access), but the intersection and curb cuts shown on the *NCDOT Survey attached* does not appear. We request that access be preserved and accommodated as a part of any highway improvements, including construction of all necessary curb cuts.
- 3) The proposed plan reveals all access to the Sustar Little properties is completely blocked for eastbound traffic along Hwy 73. Meldonna Britt properties, on behalf of Sustar Little, recently attended a public presentation and discussed matters with Mr. Brett Cline. Specifically, Sustar Little proposed DOT's consideration of access to Coddle Creek for eastbound traffic from the U-turn "bubble" proposed for placement upon the existing Coddle Creek site. Mr. Cline advised us to note this in our communication (which we do here) and he would have the engineers look at this proposal. We reiterate this request.
- 4) Finally, we note in a DOT handout provided at the public presentation a reference to the possibility of noise barriers for property owners and tenants who may benefit from barriers. We request further clarification of DOT's intention here, generally as to each of the Sustar Little properties, but specifically as it relates to the Coddle Creek site and the proposed "right of way" and "easement."

Thank you for your prompt attention to these matters, and of course, if you have any questions, please do not hesitate to contact us.

With best wishes, we are,

Very truly yours,

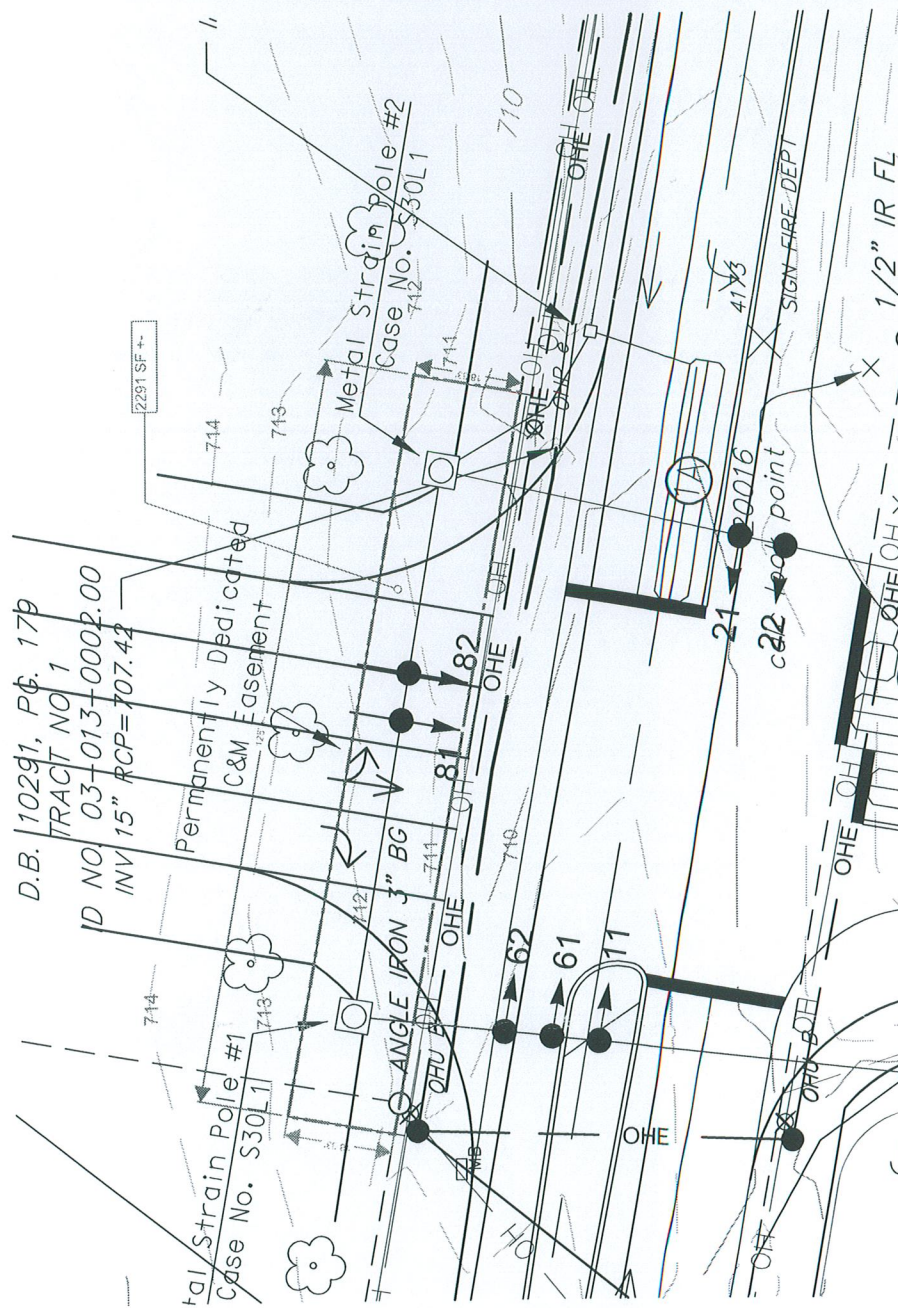
EMANUEL & DUNN

By:

Stephen Dunn

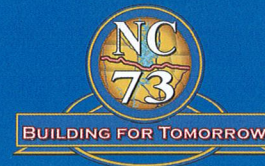
Enclosure

cc: Patrick Sustar
Bo Little
Meldonna Britt





WIDENING OF N.C. 73 BETWEEN
DAVIDSON-CONCORD ROAD AND U.S. 29
State Transportation Improvement Program
Project No. R-5706



COMMENT SHEET

Name: John R. Bayle
Address: 3500 Stockton Ave NW; Concord NC
Phone: 704.721.0183
Email: johnbayle@yahoo.com

COMMENTS and/or QUESTIONS:

Do you have any questions or comments about the project?

I have many unasked questions, due to time
constraints but I have comments which
are contained in the Letter enclosed

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Meeting Location: Connect Christian Church 3101 Davidson Hwy Concord	Date: January 27, 2020
TIP No.: R-5706 Project Description: Widening of N.C. 73 between N.C. 115 (Old Statesville Road) and U.S. 29 (Concord Parkway North) in Mecklenburg and Cabarrus counties.	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the N.C. Department of Transportation assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the Environmental Analysis Unit, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: <u>28027</u>	Gender: <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) <u>Stockton Ave</u>	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input checked="" type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input checked="" type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Race/Ethnicity: <input checked="" type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> European: _____ <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____

Card in Mail from NCDOT

For more information regarding Title VI or this request, please contact the NCDOT Title VI Nondiscrimination Program at (919) 508-1808 or toll free at 1-800-522-0453, or by email at titleVI@ncdot.gov. Thank you for your participation!

Feb 9, 2020

John R. Bayle
3500 Stockton Ave NW
Concord, NC, 28027

Ms. Theresa Ellerby
North Carolina DOT
NCDOT Project Management Unit
1595 Mail Service Center
Raleigh, NC, 27699-1595

Ms. Ellerby:

I recently attended the public meeting held by NCDOT on Jan 27, 2020 at the Connect Church on Davidson Highway, to discuss NCDOT's proposed widening of NC State Route 73. As I mentioned at that meeting I have several concerns about this project as it is described in the preliminary plans displayed at public information meetings held locally by NCDOT at the end of January 2019, and in the plans and maps on NCDOT's website and in the newer plans shown recently on the web site and at this most recent meeting.

I am most concerned with that part of the project that is referred to as STIP number R-5706, as that is the project that runs through my neighborhood, which will result in taking about 30% of our property. Our property is marked as 261 on Public Meeting Map 5.

I have advised NCDOT of my concerns, both verbally at one of the public meetings held last year and in writing on two occasions. While I agree that some improvements to N. C. 73 are warranted, and desirable, the project as shown in NCDOT's preliminary plans is, in my view, overkill regarding what would be useful improvements for now and for the foreseeable future. From an environmental point of view am also concerned about the wetlands in The Terres Bend development that the widened N.C. 73 will go through. I would prefer to see a new and significantly scaled back project plans replace the current plans, which do not take into account broad environmental concerns.

Summary of Specific Concerns with STIP R-5706

I have four basic objections to this project, at least for the segment of the project between I-85 and U. S. 29:

- 1) The plan is based on traffic counts that are too high based on my own personal observations and based on data available on NCDOT's web site.
- 2) The plan appears to only be concerned with facilitating traffic flow along Rte 73, while not considering the effects on the existing neighborhoods along Davidson Highway between I-85 Interchange and Rte 29, Concord Parkway North.

- 3) I am also concerned about various environmental issues such as the wetlands near or on the proposed route and the air and noise pollution caused by traffic on the road.
- 4) The project as planned will take a significant part of our property, which abuts N. C. 73.

Since the public meetings of 2019, I have also become concerned with what seem to me to be safety issues with the planned bicycle lanes and side walks. Also, at the most recent public meetings plans indicated that two gas stations will be removed as a result of this project. In what follows I will provide further explanation and supporting data for the concerns expressed above.

Traffic Counts

I will restrict this discussion to the traffic counts for the section of N. C. 73, Davidson Highway, between I-85 and Route 29. The Table 1 below shows the traffic counts displayed on the plans provided by NCDOT at your various public meetings and also available on your web site. I am referring to the counts shown on the plan/map which NCDOT refers to as public meeting map 5. The counts are shown in the upper right hand corner of that plan. Some of those counts are copied into the table below, which is entitled "Traffic Counts Shown on NCDOT Plans - Map 5 of STIP 5706". They are the counts that are shown along the various segments of N. C. 73 as shown on Map 5. The counts for the various cross streets along N. C. 73 are not shown in the table below.

Table 1

Traffic Counts Shown on NCDOT Plans - Map 5 of STIP 5706			
Left Intersection	Right Intersection	2017 Count	2040 Count (projected)
Start of Map	Westgate Circ. & Branson Road	34,000	41,200
Westgate Circ. & Branson Road	Fairington Drive	33,200	38,000
Fairington Drive	Winecoff School Road	32,400	36,400
Winecoff School Road	Central Drive	30,800	36,000
Central Drive	Concord Parkway	19,200	22,400

While attending one of last year's public meetings I expressed my concerns about the proposed plan being overkill to a gentleman there named Mr. Scott Cole. Mr. Cole

replied that this much widening was required because of these high traffic counts and he specifically referred to these counts, pointing them out to me on the plan maps displayed on large video screens. These counts are labeled “ADT” on the map, which I took to mean Average Daily Traffic. Mr Cole was gracious enough to explain to me what the counts meant. I replied to him at the time that if these counts were collected while I-85 was being widened then they are too high because since that work had completed in December of 2018, and I-85 opened to four lanes of traffic in each direction, the traffic on Rte 73 had dropped off dramatically. It is very significant to me that at this point in our conversation, Mr. Cole did not claim that the traffic counts used to justify R-5706 were collected before the widening of I-85 began. I’m quite sure that they were not collected during the period from when all eight lanes of I-85 finally opened in December 2018 and the public meetings held at the end of January in 2019.

Subsequent to these public meetings held by NCDOT I learned that NCDOT maintains “traffic count maps” on its website for the public to view. I went on the NCDOT web site and eventually found the maps for Cabarrus county. They are entitled “2016 Annual Average Daily Traffic....” One map covers Cabarrus County but does not show the relevant section of N. C. 73. There is another map which covers Concord and Kannapolis, which does show the relevant section of N. C. 73. I found the relevant counts on Section 7 of that map. When I zoomed in on the area of the map that contains Davidson Highway I saw counts taken at three points along N. C. 73 between I-85 and U. S. 29, the three counts were 17,000, 17,000 and 11,000. The red dot indicating where the counts were taken indicates that the 11,000 count was for the segment of N. C. 73, between Central Drive and Concord Parkway (U. S. 29) so this count roughly half of 24,200 that is shown in NCDOT’s map 5. The other counts appear to me to differ by roughly the same amount. Table 2 below shows these data with selected data from Table 1 above to facilitate comparison.

Table 2

Traffic Counts For Davidson Highway from NCDOT Web Site		
NCDOT Website Measurement Area	Traffic Counts Shown at NCDOT Web Site	Corresponding 2017 Counts from Table 1
Easternmost Point	11,000	22,400
Central Point	17,000	34,000
Westernmost Point	17,000	32,400

I am concerned that NCDOT appears to have used traffic counts to justify this overkill project which are not consistent with data available on NCDOT’s own web site as well as my own and my neighbors observations of recent drops in traffic flow. That web site shows traffic counts of roughly 55% of what Mr. Cole said were used to justify widening Route 73 from two lanes within a 25 foot wide roadway to four lanes with medians down

the middle and bike paths and sidewalks resulting in a roadway that will be 110 feet wide in places according to the preliminary plans. This does not mention the extra land that will need to be taken to create the u-turn loops that are part of the Super street approach that forms the basis for the proposed new design.

I do not have the resources available to NCDOT for traffic measurement. But it's easy for me to sit in one of my bedrooms or my side yard and count the cars going by. I've done this on various occasions, counting vehicles for at least an hour at a time to get a good sample. My measurements indicate that approximately 15,660 vehicles per day use the portion of Davidson Highway adjacent to my house at 3500 Stockton Avenue. These measurements include the morning peak commute time from 6 AM to 8 AM. This is somewhat lower than the counts on NCDOT's web site, but is certainly more consistent with those lower counts than the counts displayed by NCDOT on the project maps, including the ones available today on NCDOT's web pages showing the plans for project R-5706.

There is still another issue with the traffic counts, which pertains to both project R-2632AB and to project R-5706. In describing R-2632AB, the materials handed out at the public meetings state that: "The current year (2017) annual average daily traffic (AADT) along N. C. 73 (Sam Furr Road) ranges from 18,400 vehicles per day (vpd) to 20,000 vpd. In 2040 NC 73 is expected to carry between 39,600 vpd and 46,000 vpd." There is no corresponding statement for R-5706, whose counts are significantly lower. Also, by writing about "the current year (2017)" as is done in the above quotes it indicates that these counts were collected in 2017 when construction of both I-77 and I-85 was significantly impacting traffic counts in the area as noted earlier. To someone who read this portion of the handout quickly or without thinking carefully about what they have just read, the wording can be misleading. These high counts of vehicles per day can leave one with the impression that they also apply to R-5706, which they do not because the projected traffic counts for R-5706 shown on the plans are between 22,400 and 34,000.

Project Goals

The handout distributed at the public meetings stated what the goals of STIP projects R-2632AB and R-5706 are. Both have as goals to "reduce congestion on NC-73". Specifically about R-5706, NCDOT wrote the following. "The purpose of the project is to increase mobility between Davidson Concord Road (S. R. 2793) and I-85 and between US 29 (Concord Parkway North) and I-85, reduce congestion at the intersections, improve traffic along N. C. 73 (Davidson Highway) and provide bicycle and pedestrian facilities. The project goals do not mention anything about improving access to road transportation for people and/or neighborhoods that are all along N. C. 73. It apparently is not a goal of this project to improve automobile transportation for local residents other than reducing congestion at some intersections and allowing a better flow of traffic, which of course benefits all users of N. C 73.

In fact by eliminating very nearly all left hand turns at the many intersections of side streets with Davidson Highway, access to and from the many neighborhoods will be impeded due to the necessity to make a right turn into or out of side streets and then use the nearest u-turn loon to double back and proceed in the motorist's originally intended direction. In one case I used my GPS to measure the distance between one intersection and the new u-turn loon. I measured 0.3 miles. Some of these U-Turn Loons are three tenths of a mile from the intersection where left turns will no longer be possible. That's not a significant problem except that over time all this extra traveling will result in burning more gasoline pointlessly generating increased air pollution in this residential area. This leads to the environmental concerns discussed in the next section.

Environmental Issues

The largest environmental concern about STIP R-5706 is obviously the proposed causeway or bridge to be built over the Howell Reservoir. But there are also smaller wetlands areas along the route which are of varying amounts of concern. There is a small wetlands across the street from me on my neighbor's property on Stockton Ave which NCDT proposes to pave over for the bike lanes and sidewalks. There is also another larger wetland at the other entrance to the Terres Bend neighborhood, Dennbiar Drive. While the loss of these two small wetlands may not be significant, I am concerned that the aggregate damage done to all the wetlands might be very significant and harmful. I think the Army Corps of Engineers is in a better position to evaluate these impacts than I am. I only mention it here to make you aware of this as something that I think should be addressed by the Corps.

The prohibition of left turns will have another negative impact on the environment in the N.C. 73 corridor. It will result in burning more gasoline as cars travel further to make what is now a left hand turn. This will also cause more air pollution in the corridor, which is bad enough for the adults, but particularly bad for the babies, children and elderly living in the area. Since most of the u-turn loons will not have a traffic light to help make the u-turn in the presence of traffic, cars will be waiting just as long or longer to make their u-turns as they currently wait to make a left turn. So I don't see how the u-turn loons can be claimed to reduce gasoline consumption with consequent air pollution.

Taking our Property

My wife and I are also troubled that this proposed project will take about 30% of our property and in so doing move the roadway to within approximately 25 feet of the wall of our house. That will make our house not be in conformance with Concord City Zoning Ordinances. It will also move traffic much closer to our bedrooms which are on the side of the house that is closest to N. C. 73, increasing traffic noise in the house and especially in the bedrooms. This will also involve taking down at least 12 trees

currently on our property and likely a few more. These trees provide shade to our house in the afternoon and serve as a privacy buffer between our house and N. C. 73. The loss of these trees and many others along the route is also an environmental concern.

Sidewalk and Bike Lane Safety

According to the elevation view in the upper left corner of Map 5, there will be a 5 foot wide bicycle lane on each side of the new road way. Then there will be about 2 feet for a gutter and what looks like a curb and then 4.5 feet between the gutter and the sidewalk and then a 5 foot wide sidewalk. The safety concern is that there is only a line of paint between bicycles and traffic (including big rigs) moving at 50 mph right next any bicyclists. It seems to me to quite unsafe to have bicyclists moving at 5 to 30 mph (down hill) right next to highway traffic moving at 50 mph. It seems reasonable to me to have a curb and a few feet of space between the bicyclists and the pedestrians. It also seems prudent to me that there be additional curbs and buffer space between the highway traffic and the bicycles. This same thoughtlessly dangerous bicycle path configuration is also shown on Map 4 covering the section R-5706 project from I-85 exit 55 to Kannapolis Parkway and a little beyond. I've looked at other Maps of other sections of R-5706 and the issues of bike lanes and sidewalks have other problems. In these other sections, there is a curb between the motor vehicle traffic and the bicycle path, but there is no separation between the bike path and the pedestrian walk way. I have recently become aware of innovative bicycle path designs in the City of Cambridge Massachusetts and in Minnesota, which provide buffers between bicycle and pedestrian and motor vehicle traffic. As this letter is already fairly long I will not go into those issues in further detail here but perhaps will update you when I've done more research.

These issues indicate to me that NCDOT's proposed plan has been primarily concerned with maximizing motor vehicle flows on this route and that the concerns and interests of the wider community such as pedestrians, bicyclists and residents have been pushed aside to advance this road widening.

Miscellaneous Design features

I am also concerned about the project's use of what I believe are called Bowtie intersections that are planned for the intersections of International Drive and Central Street with Davidson Highway. These are NCDOT's way of eliminating left hand turns at these major intersections. Similarly to the u-turn loons, they consume land and cause more driving around that results in consuming more fuel and raising air pollution unnecessarily in the area.

Another puzzling design feature of this proposed plan is the narrow connection of N.C. 73 with U. S. 29. At this point N. C. 73 is currently three lanes wide. There is one lane turning from 29 southbound into 73 westbound, there are two lanes for turning left from

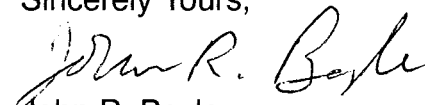
73 eastbound into 29 northbound and one lane for going straight across 29 or turning right from 73 into 29 southbound. The proposed plans show minimal widening or other improvements of this major intersection. They show construction of sidewalks and perhaps bike lanes but only a minimal widening of the right turn lane. There is some small amount of widening in front of the Check Cashing place and it's only after the intersection with Old Davidson Highway that there are two full westbound travel lanes. It puzzles me to see that the intersection with US 29 does not contain two full westbound lanes. This seems inconsistent the the project's goal of improving traffic flow.

Alternative Approaches

Having criticized this project so much I feel I should offer some alternatives that would be safer and have less impact on the environment. First I think the whole idea of a super street design at least in the section of R-5706 between I-85 and US 29 should be abandoned. There is no need for bow tie intersections and u-turn loons. Some widening within the current right of way to accommodate left turn lanes should be done as well as adding a protected bike path and sidewalk. Residents should still be able to make left turns into and out of their streets, perhaps assisted some more traffic lights. Safety of all traffic on the road could be improved by lowering the speed limit to 35 mph and that speed limit should be enforced by local police. If after consultation with Concord Police and other local police departments, issues are raised about safely enforcing lower speed limits then those concerns should be addressed in any new road design to the degree that that can be done. As mentioned some more traffic signals should be installed at various intersections.

I realize this is the exact opposite of what NCDOT is trying to accomplish with this design. Clearly NCDOT has a different view of the issues in this traffic corridor than I do. But having lived in this neighborhood for over 3 years, I believe NCDOT has failed to recognize one very significant fact. That is that while Davidson Highway may still be designated as N.C. 73, it has over the years changed from being a rural state highway into a built up residential street more like Union Avenue than the Highway that it still is west of I-85. So it seems to me that the NCDOT's plans for this section of Davison Highway do not recognize all the implications of the economic and population growth of this area.

Sincerely Yours,



John R. Bayle